

der six weeks would be impossible. He said that under these conditions the vessel would be in the hands of the enemy and would be liable to be sunk at any time. It was not until repairs were made.

Two English vessels carrying horses for the army of the Allies at the front, he said, were in the harbor to-night, but when it became evident that the German would not depart at once the steamer out of Hampton Roads and put to sea.

Collector Hamilton will examine carefully into the details of the sinking of the William P. Frye. The inquiry was taken from the master of the Frye, who had come ashore. All of the members of the crew of the Frye remained on the Prinz Eitel Friedrich to-night and will be brought ashore and examined by the Collector to-morrow. The Collector will also ask the commander of the Prinz Eitel Friedrich for a detailed statement of the sinking of the Frye and his reasons therefor.

Collector Hamilton has requested the commander to use his wireless apparatus while in port.

The port authorities will receive to-morrow, to be forwarded to New York, about 150 sacks of mail, taken from the steamer Eitel, which came from Havre to South American ports.

The Collector has been instructed to permit all passengers on the Prinz Eitel Friedrich to land under the direction of the immigration authorities.

# GERMAN ROVER TAKES REFUGE IN U. S. HARBOR

## Auxiliary Cruiser Prinz Eitel Steams Into Hampton Roads.

# ASKS PERMISSION TO MAKE REPAIRS

## Brings 350 Prisoners and Survivors from Eight Ships Sunk in Two Oceans.

(By Telegraph to The Tribune.)

Norfolk, Va., March 10.—Battered and weatherworn by seven months of cruising on the Atlantic and Pacific, preying on the shipping of England and France, repeatedly chased by British and Japanese warships and forced to cover thousands of extra miles to evade capture, the German auxiliary cruiser Prinz Eitel Friedrich slipped into Hampton Roads just after daybreak this morning and asked that she be allowed to dock at the Newport News Shipyard for alleged necessary repairs to her machinery.

# PRINZ EITEL MAY BE HELD IN PORT

## Shipping Men Think German Boat Will Not Leave Newport News.

It is generally believed in ship circles here that the Prinz Eitel Friedrich will never go out of Newport News while the war lasts, as her presence there is known to several British cruisers which have been steaming up and down this coast ever since the war started. These warships are believed to be now between fifteen and thirty-six hours of the Virginia Capes.

The significant incident which bears out the belief that British cruisers are watching for the German auxiliary cruiser occurred yesterday off the New Jersey coast, about eight miles south of the Highlands, when the out-bound Booth steamship Denis was overhauled by a British cruiser. Marine observers at Sandy Hook saw a boarding party from the cruiser climb aboard the Denis. They remained about twenty minutes, after which the steamship proceeded on her way south.

Shipping men here see a connection between the holding up of the Denis and the arrival of the Prinz Eitel at Newport News. It is thought the Denis had information concerning the German and imparted it to the officers on the British warship.

The Denis, whose ultimate destination is said to be Brazil, will stop at Norfolk for coal, and on leaving port will perhaps carry information to the cruiser which detained her yesterday.

D. R. Dearborn, for many years a New York agent for Arthur Sewall & Co., of Bath, Me., owners of the William P. Frye, said yesterday that he had received no instructions from the company's office in Boston or in Bath authorizing him to detain the Frye.

It was said at the office that if the auxiliary cruiser had sunk the Frye Germany would have to pay in full the value of about \$450,000.

After his first statement it was said at the office of Mr. Dearborn that a rumor was current that the Frye had been wrecked on a rocky point, which was taken care of by the master and his crew. Mr. Dearborn said he would take no action until instructed to do so by Arthur Sewall & Co.

It was generally believed here that if the German is responsible for the loss of the Frye she can be libelled and prevented from leaving Newport News, as the Frye was an American built vessel, flying the American flag.

Another case of capture, which was carried on by the German, was the case of the German auxiliary cruiser, under the circumstances, it is declared, the cruiser's captain exceeded his authority if he sank her, and will be held accountable by the State Department.

# RAIDING CRUISER ALWAYS LUCKY

## North German Lloyd Officials Considered Her a Mascot—Can't Be Libelled as Warship.

News of the converted German cruiser, Prinz Eitel Friedrich's arrival in Newport News, after a sea roaming career of more than six months, was received with interest in German circles and by officials. As the German auxiliary cruiser, to whose fleet the German cruiser formerly belonged, it was said the vessel had always been lucky.

"Although she has had some narrow escapes from time to time, she was launched until she was requisitioned by the imperial government, she has never had an accident, and was regarded as the mascot of the line, the local superintendent of the Lloyd remarked. "She is by no means a fast boat, and the fact that she managed to get away from the pursuing squadrons, including some fast battle cruisers of the German navy, is a tribute to her proverbial good luck."

It was rumored yesterday that a meeting had been arranged between Captain Wilhelm Thierichsen, the commander of the Prinz Eitel Friedrich, and Captain Carl Boy-Ed, the German naval attaché, whose offices are now in this city. Captain Boy-Ed is considered an expert on marine law, and it is for this purpose that he was here. Thierichsen is said to have sought a conference with him. It was also said that Count Johann von Bernstorff, the German Ambassador, is in this city. He could not be found last night at the usual places, which he frequents during his stays in New York.

Captain Boy-Ed denied in the afternoon that a conference had been arranged between him and Thierichsen. He said that the Prinz Eitel Friedrich was a cruiser in the Imperial German navy. A warship of a foreign nation cannot be libelled and sued for damages against the German government for recovery of the loss incurred by the sinking of the American sailing vessel and her cargo. But the Prinz Eitel Friedrich is immune.

At the German club, where many German officers are spending the time of their enforced "internment," the fate of the Prinz Eitel Friedrich was the main topic of discussion last night. It was said that the personally known Commander Thierichsen, that he would never permit his ship to be interned while the war was in progress.

Efforts to locate Commander Thierichsen last night were without avail.

# BRITISH LOAN IS OVERSUBSCRIBED

## Tenders for Fifty Million Pounds Sterling Exchequer Bonds Reach \$73,000,000.

London, March 10.—Tenders for the £50,000,000 (\$250,000,000) of Exchequer bonds offered by the government reached a total to-day of \$73,000,000 (\$365,000,000). The average obtained was 295 1/8 1/2.

David Lloyd George, Chancellor of the Exchequer, revealed in the House of Commons this afternoon the interesting fact that no underwriting commission whatever had been paid to issue the British war loan of £50,000,000 (approximately \$1,250,000,000).

# AMERICAN VESSEL HELD, BUT FREED

## Allowed to Proceed After Cargo of Cotton Is Inspected.

London, March 10.—The Foreign Office was advised to-day that the American bark Pass of Baltimore, from New York for Bremen with a cargo of cotton, had been detained at Kirkwall for inspection. The Pass of Baltimore was allowed to proceed on her voyage after the inspection had been completed.

A Reuter dispatch from Rotterdam says: "Until the particulars of the proposed naval measures of reprisal by Great Britain and France against Germany are made known to the British government, according to an announcement made to-day in Rotterdam, has agreed to permit the vessels which on the date of the publication of these reprisals had on board, or were loading, or had goods, to proceed to their destination without being held up. Dutch vessels, consequently, are accepting goods which have been exported from Germany."

(By Telegraph to The Tribune.)

Savannah, March 10.—The American steamer Vigilance, owned by Walker, Armstrong & Co., of Savannah, and bound for Bremen with a cargo of cotton, has been inspected by a British cruiser at sea and taken to Kirkwall, according to advices received at the offices of the company to-day.

The Vigilance sailed from Savannah on February 22. The ship was under instructions to take the route to the north of Scotland, in order to avoid the mine fields. She cleared from Savannah on the morning of the day the news was received of the sinking of the steamer Carib, owned by the same company. Before she sailed the Stars and Stripes were painted on her sides and a large American flag strung between the foremast and the mainmast.

George P. Armstrong, of Walker, Armstrong & Co., says he does not expect to hear from the ship again until she reaches Bremen. He is not particularly exercised over the detention of the Vigilance, because, of course, that she will be allowed to proceed under the recent pronouncement of the British Admiralty.

The Vigilance was sold recently by the Ward Line to Walker, Armstrong & Co., of Savannah, and is her last transatlantic trip since the sale.

London, March 11.—Questioned in the House of Commons yesterday regarding the American cotton ship Pass, Dr. Thomas J. Macnamara, Parliamentary Secretary for the Admiralty, said that the vessel had only been detained pending the usual examination of her cargo. This being in order, Mr. Macnamara said, the steamer was allowed to proceed.

The Pacific sailed from Galveston February 7 by way of Norfolk February 15 for Rotterdam, and was detained for several days by the British authorities at Falmouth. The ship was cleared on March 5, and proceeded then for Rotterdam.

The records do not show when the Prinz Eitel entered the South Atlantic. Had she come through the Straits of Magellan the prevailing censorship might have prevented news of her movements becoming known. Desiring to avoid the straits she could have come around Cape Horn.

The list of vessels sunk by the Prinz Eitel, and the number of persons reported missing from each, as announced by Customs Collector Hamilton to-day, follows:

British sailing ship Inverness, W. J. King, master; crew, 23; owner, Inverness, Aberdeen. Sunk February 12. Reported missing, 23.

A. E. Dobbing, master; crew, 28; owner, James Westoll, of Sunderland. Sunk February 18.

French steamer Florida, Monson, master; crew, 78; passengers, 86; owner, Compagnie Generale Transatlantique. Sunk February 19.

British steamship Willeby, J. Wedgewood, master; crew, 27; owners, J. Wedgewood & Co., of West Hartlepool. Sunk February 20.

Russian sailing ship Isabel Browne, Armar Eriksson, master; crew, 13; owner, Tronberg, Finland. Sunk January 27.

French sailing ship Pierre Loti, Transchant, master; crew, 24; owner, Societe Nouvelle Darnatant, of Nantes. Sunk January 27.

American sailing ship William P. Frye, H. C. Keiser, master; crew, 31; owner, Arthur Sewall & Co., of Bath, Me. Sunk January 28. Cargo of wheat from Seattle to Queenstown, for Germany, declared to be contraband by German authorities.

French sailing ship Jacobson, V. Le Roux, master; crew, 23; owner, Societe Les Voiliers, Dunkerque, France. Sunk January 24.

# BRITAIN TO RAISE EMBARGO ON SUGAR

## Expected to Admit Product Into United Kingdom Within Three Months.

London, March 10.—The prohibition against the importation of sugar into the United Kingdom from America and other neutral countries probably will be removed within two or three months, according to the House of Commons.

Mr. McKenna expressed the view that the measures to be taken by Great Britain and her Allies against German trade would be able to be put into effect before the end of the year.

The Secretary of the Navy, Mr. Aspinall, said that the ship was not being taken to sea for repairs, but that it was being taken to sea for the purpose of inspecting the cargo.

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# Old and Infirm Chased from Lille to Geneva and Back to Franco

Geneva (via Paris), March 10.—Thirty thousand civilian inhabitants of French territory occupied by the Germans are being expelled through Switzerland in lots of 500. The first thousand passed through Geneva yesterday. They were chiefly from Lille and Maubeuge, and consisted of very old people and children under ten years. Some of the French children said they had often gone near the fighting line to get food. The exiles were sent across the French frontier by the Swiss authorities.

and repairs made to propeller and rudder and the auxiliary machinery. "Boilers are in bad condition. He thinks the ship will have to be repaired. Repairs cannot be made in time to be allowed to proceed. He estimates 1,500 tons of coal the smallest amount needed to take him to German port. Ship is very low. All auxiliaries running."

The statement in Admiral Beatty's report that the condition of the Prinz Eitel was bad and that extensive repairs would be necessary is taken to mean here that the ship must of necessity intern at Newport News. British cruisers undoubtedly are on their way from nearby patrols, and can take up position off the capes of Virginia and wait for the ship should she remain longer in port than the twenty-four hours to which she is entitled under international law. It is not known here how near British cruisers may be lying in wait to the American coast, but it is pointed out that any fast ship could make the capes of Virginia from Halifax within about fifty hours. The ship would mean her immediate destruction if attempted to escape, and internment is the easiest and readiest course to pursue.

Newport News, Va., March 10.—Word was received here to-day to-night that Captain Boy-Ed, naval attaché of the German Embassy at Washington, would arrive here to-morrow to confer with the commander of the Prinz Eitel Friedrich. The Collector of the Port said at midnight that he would board the German ship again at 11 o'clock to-morrow by appointment with Commander Thierichsen.

# ONLY 3 GERMAN SHIPS AT LARGE

## All Other Kaiser's War Vessels in Home Waters or Interned.

Newport News, Va., March 10.—With the Prinz Eitel Friedrich definitely located in an American port, there remain at large on the high seas outside of Germany only three ships of the Kaiser's fleet. These are the Kronprinz Wilhelm, an auxiliary cruiser, last reported off the coast of Brazil; the protected cruiser Dresden, last reported after the battle of the Falkland Islands, in Chile; and the cruiser Karlsruhe, last reported as operating in the West Indies. One report said that the Karlsruhe had been successful in reaching home waters.

The auxiliary cruiser Prinz Eitel Friedrich started out on her career as a warship from Tsing-tau. She formerly was a regular liner of the North German Lloyd Company. She reached Tsing-tau soon after the outbreak of hostilities, and the German marine authorities at that port equipped her with naval guns and turned her into an auxiliary cruiser.

The Prinz Eitel sailed from Tsing-tau before the Japanese attacked that port, and only in November was she reported off the western coast of South America, where for several months she was active in the pursuit of British and French shipping. One of her exploits was the sinking early in December of the British steamer Sharko off Chili. Japanese cruisers have been described as searching for this German vessel persistently, but they never could find her.

The records do not show when the Prinz Eitel entered the South Atlantic. Had she come through the Straits of Magellan the prevailing censorship might have prevented news of her movements becoming known. Desiring to avoid the straits she could have come around Cape Horn.

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# U. S. KEEPS WATCH ON GERMAN LINERS

## Dolphin to Aid Bay Patrol—Piers Guarded to Prevent Dash.

Although the search for contraband and any indications of intended violations of the neutrality of the Port of New York by the German steamships in Hoboken apparently has failed to bring results, customs men and federal agents are still guarding the piers and the ships of the Hamburg-American Line and the North German Lloyd. The pier ends toward the waterfront have been shut and sealed, and dozens of customs men stationed at entrance gates.

Everything entering the piers and the ships is carefully examined. Special passports are issued to members of the crews and other employees of the two German companies, and visitors to the ships are barred.

The wireless instruments on the fourteen steamships were dismantled yesterday in the presence of a squad of the customs and other employees of the two German companies, and visitors to the ships are barred.

Officials of the lines are ready with caustic remarks about the activities of the "neutrality squad."

"They have examined everything about the piers and the ships and did not find a single thing, and still they must send for a war vessel to guard us and see to it that we don't break the neutrality laws of this country," said an official of the North German Lloyd. "Why are not the ships of the Allies treated with the same suspicion and federal cargoes examined? The inspectors would have a better chance of finding something there than they would aboard our neutral vessels."

A rumor along Hoboken's waterfront says that yesterday that some of the ships of the idle German companies might be transferred to South American waters. German commerce in the South Americas has not suffered much on account of the war, it is said, and Germany is determined to develop it as much as possible.

It is known that the German lines are anxious to retard, as much as possible, the enormous deficit which is being caused by the inactivities of their fleets since the beginning of the war. Several of the older vessels were scheduled to be sold to American capitalists if the sale of the Lacia had been honored by the United States.

The failure to regard the sale of the former German vessel to an American corporation as a bona fide transaction caused the projected sale of other German vessels to fall through.

Dolphin Goes on Guard. (From The Tribune Bureau.)

Washington, March 10.—Secretary Daniels to-day ordered the Dolphin to New York, where she will aid in keeping watch to assure that no vessels owned by the belligerent nations evade the neutrality laws.

It is pointed out that for one of the inactive German liners to leave New York Harbor would be permissible except that her purpose could be proved of an unneutral character. The duty of the Dolphin is to see to it that no ship leaves without displaying clearance papers.

# ALLIES DAMAGE 2 TURKISH FORTS AT CLOSE RANGE

## Batteries of Kilid Bahr and Erenkoi, in Dardanelles, Pounded.

London, March 10.—With the British superdreadnought Queen Elizabeth, accompanied by smaller warships of the allied fleet, hurling shells from within the Dardanelles Straits, two more Turkish batteries have been badly damaged, according to unofficial dispatches from Athens. One is a part of the Kilid Bahr fortifications, on the European side of the narrows, and the other the Erenkoi works, on the Asiatic side, further down toward the entrance to the straits.

# FLEET FIGHTING WITHIN STRAIT

## French Warship Braves Mine Area and Is Struck by Several Shells.

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Such significance is attached by naval experts to the fact that the Queen Elizabeth has begun to bombard the forts in the narrows by direct fire. It is considered very certain that Vice-Admiral Carden would not allow his biggest ship to pass into the Dardanelles unless the waterway was fairly safe.

Turks' Fire Weaker. Further evidence that the forts in the narrows have suffered severely is contained in Athens dispatches which say that two batteries ventured right into the narrows during the night to protect vessels engaged in mine-sweeping operations and that the fire of the Turkish forts is becoming weaker.

Some experts believe that all the forts in the narrows should be demolished in two weeks, after which it would be smoother sailing for the allied fleet to the Dardanelles. Nothing is being left to chance, however.

A Central News dispatch from Athens says that during the bombardment of the Dardanelles on Monday thirty guns mounted on motor trucks were destroyed by the fire of the warships.

A dispatch from Geneva quotes the "Tribune," of that city, as saying it has learned from Vienna that several Italian warships have put to sea, probably bound for the Dardanelles.

# Shells Batter French Ship, Which Dares Mine Fields

Paris, March 10.—A fragment of a Turkish shell fell Tuesday at the feet of Rear Admiral Guepratte, commander of the French division operating with the allied fleet in the Dardanelles, as he was directing the operations of the battleship Suffren, which had executed a daring maneuver by penetrating the extreme limit of the mine fields, says a French dispatch to "Le Petit Parisien." Several shells are reported to have struck the warship, but the correspondent makes no mention of her having been damaged.

After yesterday's operations, the Tenedos dispatch says, the crew of the battleship Gaulois was warmly praised by Vice-Admiral Carden, the British commander, for the assistance lent in the reduction of the Dardanelles. Several Turkish gunners were silenced by the Gaulois, which was severely struck by two six-inch shells, although the damage done is declared to have been insignificant.

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The action of the Secretary in placing the Dolphin on guard is to guard against one of the liners getting out of New York Harbor by way of the East River and Long Island Sound.

# LLOYD GEORGE COINS A NEW EXPRESSION

(By Cable to The Tribune.)

London, March 10.—David Lloyd George has coined many famous expressions during this war, but the one he gave utterance to in the House of Commons to-day may become one of his best for it won the commendation of the Commons immediately and is featured in the press this evening. He substituted "victory as usual" for "business as usual." The Chancellor of the Exchequer said:

"We are in a state of war and cannot conduct business as usual. Instead of business as usual we must win victory as usual, and we cannot have that unless everybody is prepared to suffer all kinds of inconvenience, discomforts, and even, if necessary, sacrifices."

The cabinetman was addressed to Edward N. Breitung, the Dacia's owner. It contained the news that Captain McDonald was remaining at Brest to look after Mr. Breitung's interests.

It was inferred here that the crew is returning to New York at the expense of the French government. A representative of Mr. Breitung said that he had not been officially notified by the French government of the vessel's seizure.

The suggestion has been made to the State Department at Washington, the representative said, that the Dacia be returned under bond to be filed by her owner.

# CARGO OF DACIA TO BE AUCTIONED

## Owner of Ship Protests to France—Crew on Way to New York.

(By Cable to The Tribune.)

Brest, March 10.—The prize department of the port of Brest has just decided that provisions taken from the Dacia shall be sold by public auction at the storehouse of the Chamber of Commerce on Thursday.

The Dacia belonged formerly to the Hamburg-American Line. She changed her registry after the outbreak of hostilities, and became an American ship. Laden with cotton destined for Germany, she was on her way from the United States to Rotterdam when picked up at sea by a French cruiser and taken into Brest. Her case is to be decided by the prize court.

The Dacia's crew has been ordered home by the French government. The men are now on their way to New York, having sailed from Havre on Sunday, according to a cable dispatch received in New York yesterday.

The suggestion has been made to the State Department at Washington, the representative said, that the Dacia be returned under bond to be filed by her owner.

With the battle of to-day and those of the last few days the winter battle in Champagne has come to an end, and no future events can change anything in the situation.

The battle began, as reported on February 17 at the order of the French General Staff to break through at any cost, as a big relief to the hard-pressed French army in the Argonne. This shows that the intention of the enemy of breaking through and the order of the French General Staff were not able to be carried out, and they have obtained only the smallest advances, which are not worthy of mention.

We have taken more than 2,540 wounded prisoners, including thirty-two officers. Naturally our losses were heavy, but such sacrifices were not in vain. The enemy were at least three times as heavy as ours, and are estimated at 45,000 in Champagne.

This result was obtained by the heroic conduct of the German troops and by the circumspection and tenacity of their officers. General von Einem, as well as Commanding Generals Klemm and Fleck, was in the uninterrupted day and night fighting in the field since February 16 more than six complete army corps and stupendous quantities of heavy artillery ammunition of their own and American production. Often more than 100,000 shots have been fired within twenty-four hours against the German front, extending over eight kilometers (about five miles), which is defended by two weak Rhenish divisions.

# PRISONERS OF WAR TO BE EXCHANGED

## Germany Makes Arrangements with Great Britain and Russia.

London, March 10.—The German government has agreed to an extension of the arrangement for exchanges of wounded prisoners of war who are incapacitated for further military service. In deference to the expressed wishes of Poland, the German government has expressed willingness to modify this arrangement so as to include the exchange of civilians who, on account of their physical condition, are unable to bear arms.

Berlin (by wireless to Sayville, N. Y.), March 10.—The Overseas News Agency announced to-day that Russia had accepted the German proposal for exchange of prisoners of war. The Russian Staff were not able to be carried out, and they have obtained only the smallest advances, which are not worthy of mention.

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# BRITISH GRATEFUL FOR AMERICAN AID

London, March 10.—The Parliamentary Secretary for Foreign Affairs, Neil Primrose, speaking in the House of Commons to-day on the treatment of British prisoners in Germany, said that no reply had yet been received from the German government to the proposal made five weeks ago that the American quartermaster general's department, working under the American Ambassador in Berlin, should keep in touch with the prisoners' camps and distribute money and supplies sent to the prisoners from England. He added, however, that "it was the good of the American government he had reason to believe that the proposal soon would be accepted."

In closing the Under Secretary expressed the British government's heartfelt gratitude to the government of the United States for the use which they have allowed us to make of United States representatives and the ready way in which those representatives have put themselves at our disposal."

# GERMAN COPPER SEIZED BY SWISS

Geneva, March 10.—Large quantities of copper from Italy destined for Germany were seized by the Swiss authorities at Chiasso to-day. The method employed for some time, according to Swiss officials, has been to send contraband goods in sealed cars from Chiasso to Amsterdam. These cars have passed through Switzerland, and on crossing the German frontier have been taken in charge by the German authorities, who removed the freight and sent the cars to Italy. The newspapers have published articles exposing this traffic.

# British Airman Killed.

London, March 10.—Flight Sub-Lieutenant Shepherd, of the royal navy, fell into the sea while on a biplane to-day while scouting off Eastbourne, and was killed.

# J.M. Gidding & Co.

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